



LOUISIANA STATEWIDE TRANSPORTATION PLAN UPDATE  
**ADVISORY COUNCIL MEETINGS – ROUND THREE**  
**FREIGHT RAIL**

January 23, 2014 • 9:00AM to 12:00PM  
 Marriott Hotel, Baton Rouge, LA

Last Name	First Name	Affiliation
<b>Advisory Council Members</b>		
Blackmon (Chair)	Carmack	Louisiana Railroads Association
Parsons	Karen	Regional Planning Commission
Lobello	Tom	New Orleans Public Belt Railroad (for Jeff Davis)
<b>Other Attendees</b>		
Balfour	Sharon	LA DOTD
Broussard	Dan	LA DOTD
Goodell	Dean	LA DOTD
Johns	Matt	LA DOTD
Jones	Phil	LA DOTD
Sholmire	Dawn	LA DOTD
Buckner	Brandon	FHWA
Fox (Facilitator)	Justin	CDM Smith
Nelson	Gordon	Fenstermaker
Keller	Kevin	HDR
Bach	Bob	HDR

**PURPOSE**

The purpose of the Third Round of Advisory Council meetings was to brief the Advisory Councils on the status of the Plan update, discuss revenue scenarios, review and finalize the policy recommendations, and discuss Plan implementation.

*Note: This meeting summary is a compilation of the input received from the Advisory Council members and reflects the views expressed.*

**HANDOUTS**

- Agenda
- Vision, Goals, Objectives, and Performance Measures
- Revenue Forecast Charts
- Revenue Forecast Line Items
- Funding Options
- Freight Rail Policy Recommendations

**MEETING SUMMARY**

**Opening Session**

In the opening session, the Advisory Council members received information about the status of the Plan update. Highlights of the presentation included:

- Plan Status
  - Plan completion scheduled for mid-2014
  - Aviation and rail plans are under final review
  - Tasks to be completed:
    - Megaproject approvals
    - Supporting policies and implementation strategies
    - Economic impact analysis
    - Report assembly
- Vision, Goals, Objectives and Performance Measures
  - Final draft to be approved by Executive AC and Policy Committee
- Megaprojects
  - 113 projects were presented in August 2013 and sorted into Priorities A through D
  - A total of \$41.5B in projects were submitted including 29 new projects, 10 non-highway projects and 35 interstate projects
- Financial forecast
  - Scenario 1 (Baseline revenues) will generate \$18.6B by 2044
  - Scenario 2 (Reduction) will generate \$16.1B by 2044
  - Scenario 3 (Modest Increase) will generate \$28.1B by 2044
  - Scenario 4 (Aggressive Increase) will generate \$35.1B by 2044
- Gap and Revenue Scenarios
  - How do we address the funding gap between revenues and needs?
  - Total shortfall over 33 years per mode:
    - Roadway & Bridge: \$12.59B
    - Transit: \$5.38B
    - Freight & Passenger Rail: \$1.98B
    - Waterways & Ports: \$6.61B
    - Aviation: \$1.94B
- Rural Louisiana Survey Results
  - Viable industries: natural resource-based; tourism, recreation, retirement communities; and Cottage industries
  - Transportation improvements: Improve access to attract industry, preserve mobility in transportation corridors; human services and higher speed access to jobs
  - Policies: Target/focus resources to maximize impact, coordinate with LED to complement economic development investments

### **Freight Rail Advisory Council Meeting**

The agenda for the breakout Freight Rail Advisory Council meeting included:

- Welcome/Introduction
- Statewide Transportation Plan Update
  - Revenue Scenarios Discussion
  - Policy Recommendations Discussion
  - Megaprojects
  - Plan Implementation Discussion
  - Wrap Up/Next Steps
- Louisiana State Rail Plan Update

### **Introductions/Opening Remarks**

Justin Fox, CDM Smith facilitator, introduced the Chair, Carmack Blackmon, and then led a round of introductions. Initiating the meeting, Mr. Fox first gave a short presentation on the Plan Update. Key points discussed after the presentation included:

### **Revenue/Funding Options Discussion**

- Scenario 3B is most likely
- Increase recommended Freight Rail Program to \$25M/year
- Public Private Partnership is another source of funding not listed in revenue scenarios
- Funding options viability
  - Low viability: gas sales tax, VMT, advanced transp. districts, sales tax, violations
  - Low to medium viability: local option
  - Medium viability: indexing, registration fees, project specific tax
  - Medium to high viability: tolling
- New Funding Options
  - Public Private Partnerships (P3)
  - Investigate funding through State Infrastructure Bank
  - A state rail infrastructure tax credit program

### **Policy Recommendations Discussion**

- EC-8: Revise Federal/State funding
- INF-12: Merge INF-12 with new policy recommendation [Statewide Rail System Program funding] with “Support establishment of state-funded Rail Retention and Infrastructure Program...” + “provide statewide funding for” shortline rail program
- S-2: Replace “Research” with “Create”, change cost to medium
- CDE-11: Revise to say “Financially support Southern Rail Commission (SRC). Provide continued financial support for the SRC.”
- CDE-12: Add “intercity” before “passenger rail corridors”
- EC-7: Revise “Shreveport” to “Shreveport/Bossier”
- Delete new policy recommendation from Economic Council “provide advocacy for rail shippers”

### **Louisiana Rail Plan Update**

Justin Fox gave a brief presentation updating the group on the status of the Louisiana Rail Plan Update. Key points discussed after the presentation include:

### **Louisiana State Rail Plan Vision Statement**

- The statement “Where safe and practical, the shared-use of rail rights-of-way for pedestrians and bicyclists will be encouraged.” is in conflict with the Statewide Transportation Plan’s second objective as set forth in Goal Area #2: Safety. Carmack Blackmon would like to see this taken out as it is safety issue
- Need to revisit planning statement
- Look at rails with trails
- Transit connectivity both in/out of city, local transit included, clarify in sentence
- Support compact and other organizations, all commissions/compacts, all areas



### **State Rail Plan Objectives**

- The AC voted to delete “and to advocate for shippers” from the State Rail Plan objective: “Establish a designated Rail Program empowered to assist in funding rail improvements and to advocate for shippers.” The Surface Transportation Board has "exclusive jurisdiction" over disputes, issues, etc. between railroads and rail shippers. This is not within the jurisdiction of DOTD and must be deleted from the State Rail Plan
- Need to establish a rail program